

must not be less than 760 millimeters (30 inches).

(2) If the intended operation of a vessel is to carry offshore workers aboard for more than 24 hours, quarters for them must be provided. Each stateroom for use by them must—

- (i) Berth no more than six workers;
- (ii) Have clear headroom of at least 1.9 meters (6 feet, 3 inches); and
- (iii) Contain at least 1.9 square meters (20 square feet) of deck and at least 4 cubic meters (140 cubic feet) of space for each worker accommodated. The presence in a stateroom of equipment for use by the occupants does not diminish the area or volume of the room.

(3) Toilets and washbasins for use by offshore workers must meet the requirements of paragraph (a)(3) of this section.

(c) Each crew member and offshore worker aboard a vessel of less than 100 gross tons must be provided with accommodations of adequate size and construction, and with equipment for his or her protection and convenience suitable to the size, facilities, and service of the vessel.

(d) For each vessel of 100 or more gross tons, the bulkheads and decks separating accommodations for crew members and offshore workers from machinery spaces must be of "A" Class construction as defined by §92.07-5 of this chapter.

(e) After reviewing the arrangement drawings required by §127.110 of this part, the cognizant OCMi will determine, and record on the vessel's Certificate of Inspection, the number of offshore workers that the vessel may carry.

Subpart C—Rails and Guards

§ 127.310 Where rails required.

(a) Each vessel must have permanently installed efficient guard rails or bulwarks on decks and bridges. Each rail or bulwark must stand at least 1 meter (39½ inches) from the deck except that, where this height would interfere with the normal operation of the vessel, the cognizant OCMi may approve a lesser height.

(b) At exposed peripheries of the freeboard and superstructure decks,

each rail must consist of at least three courses, including the top. The opening below the lowest course must be no more than 230 millimeters (9 inches) with courses no more than 380 millimeters (15 inches) apart. On other decks and bridges each rail must consist of at least two courses, including the top, approximately evenly spaced.

(c) If satisfied that the installation of any rail of the required height would be impracticable, the cognizant OCMi may accept hand grabs or a rail of a lesser height in its place.

§ 127.320 Storm rails.

Suitable storm rails must be installed in each passageway and at the deckhouse sides, including in way of inclined ladders, where persons aboard have normal access. They must be installed on both sides of passageways which are more than 1.8 meters (6 feet) wide.

§ 127.330 Guards in dangerous places.

Suitable hand covers, guards, or rails must be installed on each exposed and dangerous place, such as gears of rotating machinery, and hot surfaces.

Subpart D—Construction of Windows, Visibility, and Operability of Coverings

§ 127.410 Safety-glazing materials.

Glass and other glazing material used in windows must be material that will not break into dangerous fragments if fractured.

§ 127.420 Strength.

Each window or porthole, and its means of attachment to the hull or the deckhouse, must be capable of withstanding the maximum expected load from wind and waves, due to its location on the vessel's and the authorized route of the vessel.

§ 127.430 Visibility from pilothouse.

(a) Windows and other openings at the pilothouse must be of sufficient size and properly located to provide adequate view for safe operation in any condition.

(b) Glass or other glazing material used in windows at the pilothouse must

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have a light transmission of at least 70 percent according to Test 2 of ANSI Z26.1, “Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways,” and must comply with Test 15 of ANSI Z26.1 for Class I Optical Deviation.

§ 127.440 Operability of window coverings.

Any covering or protection placed over a window or porthole that could be used as a means of escape must be able to be readily removed or opened. It must be possible to open or remove the covering or protection without anyone’s having to go onto a weather deck. It may be necessary to break the glass of a window or porthole before removing or opening the covering or protection.

Subpart F—Construction and Arrangements for OSVs Carrying More Than 36 Offshore Workers.

SOURCE: USCG–2012–0208, 79 FR 48936, Aug. 18, 2014, unless otherwise noted.

§ 127.600 Applicability.

This subpart applies to OSVs of at least 6,000 GT ITC (500 GRT if GT ITC is not assigned).

127.610 Damage stability requirements.

(a) Each OSV that is authorized to carry more than 240 persons must comply with the following provisions of SOLAS, 1974, as amended, as though the OSV is a passenger ship and the offshore workers are considered as passengers: chapter II–1, parts B–1, B–2, and B–4, and regulation II–1/35–1 (incorporated by reference, see § 125.180).

(b) Each OSV that is authorized to carry less than 240 persons must comply with the provisions of chapter II–1 of SOLAS, 1974, as amended:

(1) Part B–1 and regulation II–1/35–1 of SOLAS, 1974, as amended, as though the OSV is a passenger ship and the offshore workers are considered as passengers, except that—

(i) The required subdivision index used must be the R value calculated according to regulation II–1/6.2.3 of

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SOLAS, 1974, as amended, multiplied by the factor F, where:

$$F = (N + 720)/960$$

N = total number of persons authorized; and

(ii) Compliance with regulations II–1/8 and II–1/8–1 of SOLAS, 1974, as amended, is not required.

(2) Parts B–2 and B–4 as though the OSV is a cargo ship and the offshore workers are considered as crew, except that regulations II–1/9, II–1/13, II–1/19, II–1/20, and II–1/21 of SOLAS, 1974, as amended, must be applied as though the OSV is a passenger ship.

§ 127.620 Marine engineering requirements.

Steering gear on OSVs authorized for carriage of more than 240 persons must comply with regulation II–1/29.6.1.1 of SOLAS, 1974, as amended (incorporated by reference, see § 125.180) in lieu of SOLAS regulation II–1/29.6.1.2.

§ 127.630 Electrical installation requirements.

Electrical installations must comply with regulation II–1/42 of SOLAS, 1974, as amended (incorporated by reference, see § 125.180) in lieu of regulation II–1/43.

§ 127.640 Fire-protection requirements.

(a) Except as provided in this section, each OSV must comply with the fire-protection provisions of chapter II–2 of SOLAS, 1974, as amended (incorporated by reference, see § 125.180) applicable to passenger vessels carrying more than 36 passengers.

(b) OSVs authorized for carriage of 240 or fewer persons may comply with the fire-protection provisions of chapter II–2 of SOLAS, 1974, as amended, applicable to passenger vessels carrying not more than 36 passengers but need not comply with regulations II–2/21 and II–2/22.

§ 127.650 Bulk liquid cargo limitations.

Notwithstanding § 125.110 of this subchapter, no OSV carrying more than 240 total persons may carry flammable or combustible liquid cargoes of Grade D or higher in bulk.